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VERY OLD LIQUEUR

SCOTCH WHISKY.

43 "THERE'S NOT A HEADACHE
IN A WHOLE CASE."

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

MARRIAGE.

On the 5th March, at the German Consulate, Shanghai, by Acting Consul-General Russ, and subsequently at the German Church, by Pastor Boie, PAUL STAYE, of Hamburg, to VICTORIA, daughter of the late GEORGE CLARKE, of Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th MARCH, 1904

In November last we criticised in these columns a report on Queen's College by Messrs. A. M. THOMSON, E. A. IRVING, and S. B. C. ROSS. We have before us now the report of Dr. G. H. BATESON WRIGHT, Head Master of the school, on the past year's work. It is interesting to compare the two. It may be remembered that the examiners last year abandoned the attempt to draw up a graduated order of merit and set themselves to enquire whether the work of the school was laid upon the soundest possible lines. They devoted about a fortnight, therefore, to the inspection, which included the examination of individual boys and a study of note-books and of the masters' methods. As a result of their investigations they drew up a number of "General Recommendations," the gist of which was that colloquial English should be made the most important instrument for teaching English, which it was not at that time; that the teaching of history and geography should be systematised throughout the school; that less attention should be paid to mathematics, at present the strongest point; that reading should be studied intelligently, not, as now, under the two heads of reading with, and reading without, comprehension of the meaning; that the teaching of Chinese should be altogether reorganised; and that the less competent Chinese masters should be placed under the supervision of English masters. The Governing Body of Queen's College, generally speaking, agreed with the examiners' recommendations, and we may take it therefore that the review of the system of teaching contained in the report was admitted to be just. We see, however, that the Head Master's report takes no notice of it beyond saying that the annual examination of Queen's College in December and January is now held by the Head Master, the inspection and examination by independent examiners being assigned to the summer. This strikes us as a rather curious omission. But we will turn to Dr. BATESON WRIGHT's report.

The total number of boys on the roll at Queen's College in 1903 was 1,453, and the average attendance 940 per day, practically the same figures as in 1902. There was a small diminution of \$200 in the revenue from fees, but this was due to the necessary closing of the Hall during the first five months of the year for repairs to the roof. The non-Chinese classes were abolished in February, 1903, the falling-off in numbers making the assignment of two English masters to them unjustifiable. The boys from them were scattered among the mixed classes, the result being that the majority of them suffered for it. Chinese School, abolished in 1896, has been restored, five vernacular masters having been appointed. During last January these masters were employed in marking translations into Chinese, in examining boys already in the College with a view to their classification in Vernacular school, and in drawing up time-tables and regulations. A Normal Master, whom Dr. BATESON WRIGHT appealed for as early as in 1887, has been granted at last, the appointment dating from the 1st instant.

With regard to the Oxford Local Examinations, the Head Master states that the good results of 1902 were surpassed in 1903. 29 certificates were obtained by Queen's College boys—5 Senior, 9 Junior, and 15 Preliminary. The mark G, next to Distinction, was obtained 40 times in 1903 as against 16 times in 1902. The percentage of passes was 83 in Senior, 43 in Junior, and 79 in Preliminary. "The inferiority shown by the Junior candidates should prove a salutary lesson for the future," says Dr. BATESON WRIGHT, "as with very little more application several more boys might have passed." In the Annual Examination of the school last December and January 997 took part, a record figure for Queen's College. Dr. BATESON WRIGHT found the result very satisfactory. Estimating 34 per cent. marks as necessary for a pass, he found that in the Upper School (265 boys examined) 88 per cent. passed; in the Lower (433) 87 per cent.; and in the Preparatory (238) 93 per cent. In his observations on the various subjects, he notes in English reading considerable improvement in phrasing, though mispronunciation of common words requires attention. Dictation was very good, except in the junior section of Class I. "Shakespeare," history, geography, and composition were exceedingly well done. The results in conversation were most pleasing. As to grammar, Dr. BATESON WRIGHT regrets once more to be obliged to complain of the low standard reached. Translations from and into Chinese were well done, the former being better than the latter. Under the heading of mathematics, arithmetic was weak, but algebra a successful subject; Classes I. and II. did well in Euclid and book-keeping. The general intelligence paper was better worked than in Dr. BATESON WRIGHT's previous experience, the answers showing acquaintance with a wide field of information. On the whole, it will be seen, the Head Master's conclusions are widely different from those of Messrs. THOMSON, IRVING, and ROSS last summer. We cannot suppose that a vast improvement has been made in the interval, and must therefore consider that the two standards employed were totally unlike, either because the independent examiners were too severe or because Dr. BATESON WRIGHT was too lenient. And we must make allowance too for the natural tendency of the pupils to appear to advantage before one with whom they are familiar rather than before three outside judges. Nevertheless we must confess to finding the margin between the two estimates surprisingly large.

The English mail of the 13th February was delivered in London on the 12th inst.

The annual dinner of the Devonian Society will take place on Saturday next at the Hongkong Hotel, instead of at the Club as previously advertised.

The Directors of the Shanghai Waterworks Co., Ltd. recommend at the next annual meeting a final dividend of thirty-seven shillings and sixpence per share at the exchange of 25.7 9-16d. for the past year.

The visitors to the City Hall Library and Museum for the week ending 13th March, were 225 non-Chinese and 71 Chinese to the former, and 60 non-Chinese and 2,183 Chinese to the latter institution.

According to a Weihaiwei report, H.M.S. *Thetis* has erected a Martello nest for the London Times on the North Point. Weihaiwei, to keep up connection with the steamer *Haimen*, from Chomulpo, and it is hoped to get messages over 140 miles. In return for this concession, all news thus brought in is to be given to Weihaiwei twenty-four hours after the messages have been despatched by cable to London. But what about the Japanese objection to outside wireless telegraphy, which may interfere with their own system?

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

NAVAL FIGHT—PORT ARTHUR UNTAKEN YET.

Kobe, 14th Mar., 3.46 p.m.

Admiral Togo reports that on the 10th instant two Japanese flotillas composed of torpedo-destroyers advanced to Port Arthur with the object of laying contact-mines. Six Russian destroyers came out and attacked them, when a fight at close quarters occurred. A boiler on one of the Russian vessels burst, and the other five fled shattered by the combat. The Japanese destroyers *Asashio* and *Akatsuki* were damaged, the latter's boiler also bursting, whereby four firemen were fatally scalded.

The second flotilla intercepted two of the enemy's destroyers and an hour's fighting ensued. One of the Russian vessels escaped, and the other sunk. The Japanese casualties were 22.

Port Arthur harbour seems well mined.

NAVAL NOTES.

H.M.S. *Leviathan* left for Kobe yesterday afternoon with Admiral Sir Cyprian B. Biddle on board. The Admiral leaves her in Japan and goes home via Canada.

THE RICKSHA STRIKE AT MACAO.

The strike of ricksha-pullers at Macao has at length been settled. As will be remembered, the trouble arose through the Government requiring that each puller should wear the licensed number of his vehicle on his dress. To this the coolies raised strong objections and eventually struck work much to the inconvenience of residents and visitors. They kept a strict look-out for "blacklegs," and indeed threatened to kill anyone who dared to pull a ricksha until the dispute had been settled, the committee proclaiming in characteristic Chinese fashion that a grave had been dug and was awaiting the reception of the first delinquent. The Government has now given way on the disputed point and ricksha traffic has been resumed.

As a result of the investigation which was begun after the fire at the Iroquois Theatre, Chicago, Mr. McClellan, the Mayor of New York, ordered six theatres in the city to be closed at once until the laws safeguarding the public had been complied with. Ample warning had been given that the theatres would be closed unless alterations were made, but the managers of these six houses failed to profit by it. The Mayor's action seems as a climax to one of the most disastrous theatrical seasons ever known in New York. It so happens that the plays running at three of the theatres which have been closed were among the very few successes of the winter.

Prince Pa Lun, special Chinese Commissioner to the St. Louis Exposition, who is a great-grandson of the Emperor Tao Kuang, and a grandson of the third Emperor, arrived at Wosung at 8.30 a.m. yesterday, says the N.C. Daily News of the 10th inst. in the C.M.S. *Anping*, and devoted the afternoon to visiting the Chinese men-of-war at Wosung. He is to arrive at Kinsayuen in the *Anping* at 8 a.m. to-day, and will receive the Consular Body and other representative members of the Foreign Community at the Bureau of Foreign Affairs, Babbling Well Road, at 11.15 a.m. to-day, and will dine this evening with the Hon. John Goodnow, at the U.S. Consulate-General.

According to the *Deutsche Asiatische Warte*, the 6th inst. was to be a red-letter day for Tsingtau, as the first mole in the new harbour was to be opened to traffic. The following was to be the programme:—The opening ceremony is to commence at 11 a.m., when S.M.S. *Ilis* followed by the ss. *Gouverneur Jauchke* will enter the harbour and make fast alongside the new pier. On arrival at the pier, Governor Truppel and the second Admiral of the cruiser squadron will disembark, when he will be met by the Director of the department of harbour construction, who will report the pier ready for traffic. A locomotive from the Shanghai railway company, coming from Tsingtau will then run slowly along the mole, cutting a rope stretched across the track. This is to be followed by an address by Governor Truppel, ending with the *Kaiserhock* whilst the band will play the national anthem.

JAPAN DURING THE WAR.

[FROM OUR SPECIAL CORRESPONDENT.]

Tokyo, 27th February.

Certain signs point to the fact that the authorities have ceased to despatch troops from the metropolitan and northern provinces for the front, but how far these may be taken as indicating the true position of affairs it is impossible to say, so great is the secrecy in which the Imperial Government envelops all its actions and intentions. The traveller approaching Tokyo from the South during the last two weeks cannot have failed to notice the immense number of flags that lined the railway, with long strings of hanging paper lanterns, showing a red sun, or perhaps an Union Jack, on their sides, with here and there a triumphal arch of green. Or at night every passing train would be saluted with a waving of straw torches, and blazing bonfires, and day and night alike, crowds of people shouting their national cry of *Banai*. Along this decorated route passed loads of soldiers and horses, with waggons of stores, and munitions of war. Or, maybe, occasionally a train would steam out of a suburban station, played away by a band performing the National Anthem *Kimigayo*, containing perhaps some General or even an Imperial Prince, and it is an excellent illustration of the closeness of the Government when it is considered that it was never possible to ascertain the identity of the personage thus grandly sped. But yesterday, with the exception of a solitary flag or arch here and there, all the decorations had disappeared, leaving the country as it was before, whilst a rumour went the rounds that the usual train-service was about to be resumed. Of thirty-five trains that ran between Yokohama and the capital only five had been permitted to ply, and of the five that connected Tokyo and Kobe, two had now to sustain all the traffic. Thus it will be seen that roughly two-thirds of the train-service has been requisitioned for the transporting of troops. It is quite impossible to estimate the quantity, even if it were permissible, and a guess formed on a calculation of the number of troops who would occupy two-thirds of the ordinary train service would have to be supplemented by another speculation on the number shipped from the southern islands of Kishiu and Shikoku and the south-western provinces of the main island. For purposes of transporting troops to Korea, masses of steamers have been chartered from the Nippon Yusen Kaisha, Mitsui Bussan Kaisha, Osaka Shosen Kaisha, &c., and now that fear of the Russian fleet is practically nil, they are able to cross with ease and impunity.

The Japanese have besides two very perfectly equipped hospital ships, both of which are already on the scene of action, and with these and their fleet of transports, and the Russian inability to seriously hamper their movements, there can be no difficulty in landing all the troops and munitions required.

Now let us look at what may be presumed as the Russian arrangements. In the first place they cannot take up any position of defence near the sea-coast with their fleet *hors de combat*, as this would place them open to a combined attack from the Japanese by sea and land. Port Arthur is the one exception, and in holding that place there is an element of weakness, as it will be absolutely necessary to maintain a line of communication with the main body of the defence, and this may make it possible for the Japanese to deliver a flank attack which will isolate the Gibraltar of the East. The Viceroy, Admiral Alexieff, is supposed to be in Harbin. General Kuropatkin it is understood, on his arrival will make his headquarters at Liaoyang. The line of defence must thus extend over 800 miles from Liaoyang, through Moukden, Kirin, and Harbin, to the Amur or to Vladivostok. However many millions of men Russia may manage to put in the field, they will necessarily be extended over an enormous length, and probably in this their vulnerability lies. We may presume each of the above chief points, being all of strategic importance, will be garrisoned by, say, 200,000 men. The Japanese with an even number may attempt to break through the line, a contingency that will be disastrous to the Russians. It must be remembered that while the latter have an enormous length of front, they are at an infinitely greater distance from their base of supply than their opponents; they are haunted by the night-mare of Chinese and Tartar brigands tearing up the railway, and the menacing neutrality of China. It will also be necessary to keep up guards along the whole eastern length of the Siberian railway. If that is destroyed they are practically cut off from European Russia, to which they have the one single rail.

Now to contrast the Japanese and Russian nations. Japan may be a rich country, but when one considers the enormous drain on her resources, it is difficult at first to see how she can maintain the present war to a successful conclusion. Great quantities of flour and tinned provisions have been purchased from Europe and America, the sellers demanding gold or produce in payment. This is very reasonable, because when a country is on the verge of war with another one does not like to have accounts with her hanging over too long. But this is not the time of year when produce can be procured. The season for tea and silk is later in the year, and rice is entirely out of the question, as it forms the staple food of the nation, and there is never very much over for purposes of trade. So payments must necessarily have been made in gold, which thus must have been going out of the country in huge quantities. Where, then, will Japan get the wherewithal to prosecute the war? The answer to this question is one that

cannot but cause astonishment to Europeans, for it will be met in a manner little dreamed of, and never, we believe, put into actual use before. For many hundred years the ancient feudal families of Japan, from the nobles to those whose claim to distinction was merely their richness, have reserved a treasure of gold and jewels, that, dedicated to the nation, was only to be used in a national contingency. As silver has only been introduced into Japan in very modern times, it can only form a very small item in a total whose publication will astonish the world. With elaborate ceremonies the treasure was concealed in some sacred hiding place, which was only opened from time to time to receive more gold or jewels. This Sacred Treasure is now being unearthed by the representatives of the old feudal houses, and must amount to some hundred millions of pounds sterling. Besides all this, the women of Japan, following the lead of their Emperors, are pouring into the hands of these officials trusted with the war fund priceless jewels and ancient heirlooms. There is a splendid patriotism that must appeal very much to our minds in this willing giving up of such a treasure, the more that it is quite unconscious on their part, they are merely doing what their traditions tell them to do; they have not even a word in the language that expresses what we mean by patriotism. In commemoration of this "reserve fund," when the imperial orders of knighthood were instituted some years ago one held in high esteem was styled the order of the Sacred Treasure, a tacit recognition on the part of the powers that be to the ancient nobility of their appreciation for an act whose ultimate end is both noble and artistic. Because the Japanese do not put out flags and such like decorations, and cheer everything on every available occasion without an official hint, it has been said that all their enthusiasm is artificial. But the Japanese are a dignified race who have never been in the habit of expressing their feelings in this way, and it is therefore a matter of no wonder that they do not yet compare themselves in any way that their officials, in their zeal to be up to date and in line with European nations, are able to see carried out without the hint. And when one thinks of the Sacred Treasure, there is surely little room for doubt as to the genuineness of their national enthusiasm.

In great contrast, let us turn to the Russians. When Alexander II. issued his proclamation giving freedom to all the serfs, the intention was good, but unfortunately was not carried out in the issue. The Russian peasant but exchanged serfdom for slavery, and where does the difference come in? Freed from the bondage to his hereditary lord and master, he fell into the toils of the money-lenders, who were in many cases these rich parents who had purchased the old manors, and then ground out every koppek from his miserable tenants. The result of all this is a starving and discontented peasantry, and a murmuring and rebellious middle class, even sympathised with by the nobles in part. Money that should have relieved the dreadful state of necessity in which some, or indeed the greater part, of the peasantry had fallen, was devoted to advancing ambitious and unrighteous schemes in the Far East. In is little wonder that Socialism, and such like doctrines whose essence are of necessity a menace to an autocratic and utterly selfish system of government, were eagerly welcomed and took deep root in the hearts of a people ignorant and wretched. And so, with a war on her hands in the Far East, which has commenced disastrously for her, troubles in the Middle and Near East, and a population who need but a little to drive them into upheaval, Russia is little to be envied at the present time. What the result of the war will be none can say. Perhaps it does not mean so much for Russia, provided she can control her people through it, it will be but a page, probably a dark one, in her history, but for Japan it is a turning-point, a battle of life and death on which her very existence as a nation—not as a Power or Great Power—hangs. An eastern nation for the first time since the days of the Romans has met a western on equal terms. There are some who would have preferred to see Russia receive well merited punishment at the hands of a European instead of an Asiatic country; but whatever happens, the attitude of Japan has been one worthy of high praise since the beginning of the negotiations, now so unhappily terminated. Russian procrastination was not with patience; it was only when she saw Russia's purposely delaying in order to bring her army and fleet in to a state calculated to successfully resist her that Japan at last struck the blow on whose issue hangs everything that can make her existence as a nation good. The Tar has placed his cause in the hands of God; there let it rest. What man can tell the end?

JAPANESE TREASURY BONDS.

The local Manager of the Yokohama Specie Bank, Ltd. informed us yesterday morning that he had received a telegram from the head office at Yokohama to the following effect:—Applications to the Imperial Japanese Government Treasury Bonds, which were closed on the 10th inst., exceed the amount of 450,000,000 yen, of which over 33,000,000 yen were applied at above the issuing price.

Later in the day the same Bank's Manager informed us that he had received the following further telegrams from Yokohama:—"Small applications under Y200 towards the Treasury Bonds amount to Y400,000.00." "On the 10th inst. a fourth determined attack was made by the Japanese fleet on Port Arthur and a successful blow was struck at the enemy. There was no loss inflicted on our fleet. It is reported on good authority that Port Arthur is in fact on the point of capitulation."

WAR NOTES.

JAPANESE OFFICIAL DESPATCH.

We received from the Japanese Consul yesterday evening a copy of the following official telegram sent to him from Japan:—

"Tokyo, 13th March, 2.10 p.m.

"Admiral Togo, commander-in-chief of the main fleet, reports that the Japanese destroyer *Asashio* attacked Port Arthur, as previously arranged, on the 10th inst. The attacking force was divided into two sections, A and B. Both of these succeeded in reaching the entrance of the port, about midnight. Search was made for the enemy's ships, but was not successful. At daylight, B section of the fleet succeeded in laying numerous mechanical contact mines outside of the harbour, notwithstanding the fact that a heavy fire was directed on the destroyers from the forts. At 4.30 a.m. section A of the fleet met six Russian destroyers off the southern end of Liowishan, and an engagement ensued, lasting twenty minutes. The destroyers *Asashio*, *Kawami*, and *Akatsuki* steamed up close to the enemy and opened a heavy fire on their boats. The Russian destroyers, unable to withstand this violent attack, during which the engines of several were severely damaged, and the boats set on fire, turned and fled, some of their crew shouting for mercy the while. In this engagement our destroyers were somewhat damaged, seven of our sailors were killed, and Chief Engineer Minamisawa and eight men were wounded. The torpedo-destroyer *Akatsuki* had her auxiliary steam-pipe cut, and four of the engine-room staff were killed. However none of our boats were put out of action.

"At 7 a.m., B section of the fleet, when returning from the harbour, encountered two Russian destroyers making for Port Arthur. Our boats at once opened fire on them, and on fled, while the other, the *Steregushchii*, was seriously damaged, and ultimately captured by our destroyer, the *Sagami*. It was intended to tow her to our fleet, but the tow-ropes broke, and the Russian destroyer, which was leaking badly, sank at 10.10 a.m. The *Sagami* rescued four of her crew, who were struggling in the water. During the engagement, B section of fleet suffered comparatively small loss. Two sailors were killed, and sub-lieutenant Shima and three of the men wounded. The Russian cruisers *Novik* and *Bayan* came outside to aid the two destroyers, and passed B section of our fleet, but on seeing the Japanese cruiser fleet approach they steamed back into the harbour.

"At 8 a.m., the same day, our main fleet, together with the cruiser squadron, approached Port Arthur. The cruisers joined the destroyers off the entrance to the harbour, while the main fleet steamed towards Liowishan. All our ships opened a heavy indirect fire on the town and ships lying in the harbour, being answered, at intervals, by the enemy's forts. Our vessels were undamaged, and subsequently the cruiser proceeded to Taitenwan, and bombarded the enemy's buildings on the island of Sansan. These were seen to have been seriously damaged. "Our cruisers *Tatsugao* and *Chikayo* steamed to the west of Port Arthur, along the coast, but found no sign of the enemy's fleet. They perceived, in Pigeon Bay, the masts and funnels of the Russian destroyer *Vnashitela*, which had previously been damaged, showing above the surface. This vessel had evidently sunk since the action. All our ships ceased firing at 2 p.m. and the fleet withdrew."

TELEGRAMS VIA SHANGHAI, ETC.

Peking, 29th February.

Viceroy Alexieff, with his staff, is at Moukden. He sent a note to the Tartar General and urged him to issue a notice that China and Russia are co-operating in the present war. The Tartar General refused to comply with the request. Viceroy Alexieff then issued a notice himself and warned the Chinese that they would be strictly punished if they failed to respect the announcement and refused to render assistance to the Russians.—*Kobe Shimbun*.

Yingkow, 3rd March.

The Russo-Chinese Bank has issued notices to depositors at Newchwang requesting them to withdraw their deposits, as the bank is likely to be closed shortly. The Bank states that it will pay roubles for dollars, or will transfer accounts to other branches. This is regarded as indicating that there will be trouble here before many days pass.

The *Sivoutch* (Russian gunboat) is cleared for action. No doubt the Russians will evacuate this place if attacked.—*China Times*.

[The N.C. Daily News says that late telegrams from Newchwang state that the Russians there are making no preparations for defence, but will probably retire on Hailong as soon as the port opens, which will probably be on the 18th. The Russian gunboat *Bore* in dock there will be blown up by her captain when the Russians retire.]

Tokyo, 7th March.

The construction of the railway between Seoul and Pingyang has been commenced. It will be opened in September.—*N.C. D. N.*

Osaka, 8th March.

A report has reached here that there has been an engagement between Russian and Japanese troops about 100 miles from Vladivostok. The Russians fled, leaving their arms and stores behind.—*N.C. D. N.*

Tokyo, 8th March.

Marquis Ito has been appointed special Ambassador for the purpose of presenting an apologizing letter from the Emperor of Japan, embodying friendly enquiries addressed to the Emperor of Korea. The Marquis starts about the 15th instant.—*N.C. D. N.*

MISCELLANEOUS ITEMS.

A Times Weihaiwei telegram, mentioned in a Reuters telegram to India, describes the disembarkation of three Japanese divisions at Chemulpo, which excited the great admiration of the British officers present. This, we may remark, is fully borne out by the statements of officers and crew of the *Tatlot* since she came to Hongkong.

The same telegram says that the district between the Yalu and Pingyang is of immense strategic value, a fact which is appreciated by both armies.

H.M.S. *Euryalus* arrived at Colombo on the 25th ult., bound from Plymouth for Australia. It was thought possible she might be diverted to the China station. It appears, however, that this has not been done. It is the vessel's maiden trip, and she is to succeed the *Royal Arthur* as flagship in Australian waters. The *Euryalus* is of the *Cressy* class. Her engines indicate 21,000 horse-power with a speed of 21 knots an hour. She has a draught of 26½ feet, armed with two 9.2 in., and twelve 6-in. guns, besides 25 lighter guns and two torpedo-tubes. Several of her officers were on the China station during the Boxer troubles.

The pro-Russian correspondent at Chemulpo of the *Shanghai Mercury*, writing on the 3rd March, after stating that "the number of Japanese troops and coolies landed in Corea from Japan up to date is 150,000 men and about 5,000 horses," goes on to say:—"How long will Japan be able to stand this pressure of war expenses? Even if she succeeds in clearing the Russians out of Manchuria there will be no indemnity. Japan, I think, will be ruined. Say she takes Manchuria and occupies Corea, will she be permitted to keep them? After it is over she will be so weakened that China will be able to drive her out of Manchuria. We will wait, however, and see." It will be safer, indeed, to wait than to prophesy.

A certain amount of controversy has arisen over the question whether the French cruiser *Pascal* helped the Russians to destroy the *Sungari* rather than let it fall into the hands of the Japanese at Chemulpo. We see that Mrs. Moore, wife of Bishop Moore, who had gone to Chemulpo on the *Sungari* and was an eye-witness of the naval engagement, said at the conclusion of a description of the affair:—"Only the *Sungari* remains, so recently our home. She sinks all too slowly. A boat puts off to her from the French cruiser, and soon her beautiful upper works are a roaring furnace of flame. All night she burns and glows; and dies with the morning light."

The *P. & T. Times* is informed by a correspondent who has lived for the last two months at Newchwang that there is no truth in the repeated stories of Russian ill-treatment of Chinese at the port. This gentleman, who is Mr. Newman, representing the *Daily Mail*, declares that to his knowledge there have been no cases of commanding without payment, and no forced labour. The only trouble that has been experienced was in the case of a drunken Cosack who assaulted a Hun-garian who had endeavoured to prevent him striking a foreigner with whom he was quarrelling. In common fairness to the Russians, he wishes to point out that the reports of their doings have been much exaggerated.

Writing on the 9th inst. with reference to the position at Vladivostok, the *N.O. Daily News* says that, if it is true that the Russian squadron had gone out on another cruise and that their retreat into the northern harbour has been cut off, it would seem that a regular naval engagement must be imminent. A British steamer which left Vladivostok on the 23rd and reached Nagasaki on the 26th, reports that at the former date the four cruisers were lying inactive and showing no signs of leaving the harbour. Two armed transports were there also. The ice at the entrance to the harbour was 3 feet thick, and communications by land were very arduous.

HOCKEY SHIELD.

The semi-final Shield tie, 110th Mahratta Light Infantry v. 93rd Burma Infantry, was re-played at Happy Valley yesterday afternoon under the most unfavourable conditions. It resulted in a win for the 110th Mahratta Light Infantry, who will now have to face the winners of H.M.S. *Ocean* v. H.M.S. *Abdies*, the latter match to be played on the Club Ground, Happy Valley, next Wednesday. During yesterday afternoon's game it rained heavily and continuously throughout, while fierce gusts of wind came unexpectedly from first one and then another point of the compass. In spite of these unpleasant conditions there were a goodly number of spectators including a few ladies; turbans, of course, predominated. The players, in their flimsy white knickerbockers and shirts, were particularly uncomfortable. More than one complaint was heard about slippery hockey-sticks; several of them were knocked from their owners' hands. Play, however, was pretty fast, the 110th Mahratta doing most of the attacking. On this side Lieut. Heath did good work at centre forward, Capt. Britton at left back was applauded constantly, Capt. Stephens at left half, and Capt. Hill at centre half played well, but Lieut. Branson was rather weak on the left wing, these being the only Europeans in the game. Some exceptionally good opportunities were wasted by an 110th Mahratta native in the most ludicrous manner. From a penalty kick, in the first half, Kasim Mahomed (110th Mahratta) scored a goal, but being the only scoring during the game, Capt. Davies, A.O.D., and Lieut. Willis, R.N., acted as referees. The game ended:—110th Mahratta Light Infantry, 1; 93rd Burma Infantry, nil.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, F. H. MAY, C.M.G.
HIS EXCELLENCY Major-General VILLIERS HATTON, C.B.
Hon. A. M. THOMSON, (Acting Colonial Secretary).
Hon. Sir H. S. BERKELEY (Attorney-General).
Hon. L. A. M. JOHNSTON (Acting Colonial Treasurer).
Hon. W. CHATHAM (Director of Public Works).
Hon. A. W. BEEVIN (Registrar-General).
Hon. L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).
Hon. Sir C. P. CHATRE, C.M.G.
Hon. Dr. Ho Kai, C.M.G.
Hon. Wei A. YUK.
Hon. C. W. DICKSON.
Hon. GERSHOM STEWART.
Mr. R. F. JOHNSTON (Acting Clerk of Councils).

NEW MEMBER.

Capt. L. A. W. Barnes-Lawrence, R.N., Harbour Master, took the oath and assumed his seat as a member of the Council.

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 13 to 18), and moved that they be referred to the Finance Committee.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

The ACTING COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 2) and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The ACTING COLONIAL SECRETARY laid on the table the reports for 1903 on the Police, the Victoria Gaol, the Fire Brigade, the Widows and Orphans' Pension Fund, the Tung Wah Hospital, Queen's College, and the plague epidemic.

SIR HENRY BLAKE'S SERVICES AS GOVERNOR.

The ACTING COLONIAL SECRETARY also laid on the table the following paper:—

Downing Street, 13th January, 1904.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 543 of the 27th of November, forwarding extracts from the local press relating to the presentation of addresses to Sir H. A. Blake on his departure from the Colony to assume the Government of Ceylon.

I have read these reports with great interest and have been much pleased to note the evidence which they afford of the esteem in which Sir H. A. Blake is held by all classes of the community. I cordially agree with all that has been said as to the ability and success with which he has administered the Government of Hongkong.

The period of his administration has been marked by events of such importance to the well-being of the Colony, such as the hoisting of the British flag in the territory leased by China under the Agreement of the 8th of June, 1898, and the inauguration of works for providing an additional and adequate water supply for the city of Victoria. It has, unfortunately, been marked by serious outbreaks of bubonic plague, and by no means the least part of the debt of gratitude which the Colony owes to its late Governor is due to the vigour and energy which he has displayed in the endeavour to check the most almighty of this disease and to diminish, so far as possible, the danger of further outbreaks.—I have, &c.,

ALFRED LYTTELTON.

The Officer Administering the Government of Hongkong.

KOWLOON WATERWORKS.

The DIRECTOR OF PUBLIC WORKS laid on the table the following report of the proceedings of the Public Works Committee at a meeting held on 19th February:—

The Chairman explained that when the scheme for the water supply of Kowloon, which is at present being carried out, was prepared, plans showing the surrounding country were not available, and consequently the area from which water could be collected by means of a catchwater could not be definitely ascertained. It was assumed, however, that there would be no difficulty in arranging for an area of 400 acres, and the estimate submitted by the engineers (Messrs. Osmond, Rees and Gibbs) was based upon that assumption. The estimate for the catchwater amounted to \$40,000. From plans which were now available and which he submitted to the Committee, it was found that it would be possible to construct a catchwater along the northern slopes of the Kowloon range of hills as far as the Shatin Pass Valley. This catchwater would be about 5 miles in length and would intercept the drainage from an area of about 1,000 acres. It was estimated that the cost of constructing the entire catchwater would be \$120,000, or, if the portion required to intercept the drainage from an area of 400 acres only were constructed of such dimensions as to admit of the complete scheme being carried out at some future time, the cost was estimated at \$95,000. It was not necessary to carry out the entire scheme at once so far as present requirements were concerned, but there would be an economy in doing so as it would be simpler for the contractor to carry out the whole work simultaneously than in two or more sections at different periods.

The Committee unanimously agreed to recommend that the entire scheme be carried out at once, and as it appeared likely that the storage reservoir would not be large enough to contain the water which would be generated available, they also recommended that steps should be taken to increase its capacity.

DOMESTIC CLEANLINESS.

The ACTING COLONIAL SECRETARY laid on the table the following paper and moved its approval:—

The Bye-laws Nos. 2 and 3, under the heading "Domestic Cleanliness and Ventilation," and the whole of the Bye-laws under the heading "Scavenging and Conservancy," contained in Schedule "B" of the Public Health and Buildings Ordinance, 1903, are hereby repealed, and the following Bye-laws are hereby substituted therefor:—

New Bye-laws made under Section 16 of the Public Health and Buildings Ordinance, 1903, Scavenging and Conservancy.

1. The general surface scavenging of the City of Victoria, the Hill Districts and the larger villages in the Colony and the removal of nightsoil and cognate matters from the Hill Districts, public buildings, and free and licensed latrines, shall be carried out by contractors in accordance with the terms and conditions of the contracts for the time being in force.

2. The servants of the various public sanitary contractors shall, while at work, wear such distinguishing badges as shall from time to time be directed by the Board.

3. The occupier of any premises, or if there be no occupier the immediate landlord, shall make due provision for the daily removal of all excremental matters, domestic waste, refuse or other objectionable matters, from his premises to the conservancy boats, and dust-carts or dust-boats.

4. Occupiers shall provide themselves with strong substantial movable dust-bins for the reception of the day's house refuse.

5. No excremental matters shall be placed in or upon or conveyed along or across any public road or street except between the hours of 1 a.m. and 6 a.m.

6. No pig-wash or other noxious or offensive waters shall be placed in or upon or conveyed along or across any public road or street except between the hours of midnight and 9 a.m.

7. No excremental matters, pig-wash, or other noxious or offensive waters shall be placed in or upon or conveyed along or across any public road or street except in strong substantial buckets with closely fitting covers and of such pattern as may from time to time be approved by the Board.

8. No excremental matters, or pig-wash or other noxious or offensive waters shall be emptied, discharged, deposited, or placed in, over, or upon any gully, drain, or sewer or any inlet thereto or (after removal from any premises) in any place other than the conservancy boats provided for that purpose (except in the case of pig-wash, which may be conveyed to any licensed pig-stye).

9. In these Bye-laws the term "excremental matters" includes urine.

The ATTORNEY GENERAL seconded, and the motion was agreed to.

The ACTING COLONIAL SECRETARY also moved the approval of the following Amendment to No. 5 of the Domestic Cleanliness and Ventilation Bye-laws contained in Schedule "B" of the Public Health and Buildings Ordinance, 1903, made under Section 16 of the aforesaid Ordinance:—

No. 5 of the Domestic Cleanliness and Ventilation Bye-laws contained in Schedule "B" of the Public Health and Buildings Ordinance, 1903, is hereby amended by deleting the last sentence thereof and substituting therefor the following:—"and notice that such cleansing and limewashing has been completed shall be sent to the Secretary of the Board within three days after the date of completion."

The Note to No. 5 of the Domestic Cleanliness and Ventilation Bye-laws made by the Board on June 4th, 1903, and published in the Gazette as Government Notification No. 442 of 1903, is hereby repealed; and the following substituted therefor:—"The western boundary of the eastern division of the City is Gilman Street and Peel Street; the western boundary of the central division of the City is Tank Lane and Cleverly Street; the western division of the City lies to the west of Tank Lane and Cleverly Street. Kowloon is divided into eastern and western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yammui service reservoir to the northern boundary of Kowloon."

The ATTORNEY GENERAL seconded and the motion was agreed to.

NEW TERRITORIES REGULATION ORDINANCE.

The ATTORNEY GENERAL moved the following resolution:—"Whereas, by Section 6 of The New Territories Regulation Ordinance (No. 12 of 1899) it was enacted that the said Ordinance should remain in force for the period of one year from the date of its coming into operation, and for such further period or periods as might, from time to time, be determined by resolution of the Legislative Council; And whereas, by previous resolutions of the Legislative Council the said Ordinance has been continued in force until the 18th day of April, 1904, and it is expedient that the said Ordinance should have permanent effect given to it, it is hereby resolved that the New Territories Regulation Ordinance, 1899, shall remain in force until otherwise resolved by this Council." He said—The object of the resolution is to make permanent Ordinance No. 12 of 1899, under which the Governor in Council has power to make rules for farming out or licensing the right to deal in spirits, opium, salt, and any other commodity in the New Territory, and to make rules for the collection by process of revenue and the custody and manner of keeping accounts relating thereto, and for the collection and recovery of rents, taxes and contributions generally for revenue purposes from the New Territory. For these purposes under this Ordinance the Governor in Council is authorised to make rules and regulations. The Ordinance as originally passed in 1899 was to remain in operation for one year only or for

such further period as the Legislative Council by resolution from time to time should determine. Year by year resolutions had been passed, and the last resolution was passed two years ago to the effect that the Ordinance should remain in force until April of this year. It has been found inconvenient for many reasons to have this constant recurrence of applying to the Council for keeping in force this most necessary Ordinance. Among other dangers there is the danger of omitting this resolution so that the Ordinance shall lapse and all the powers thereunder fail. It has been considered wise and expedient therefore that the Council should now be asked to pass a resolution which in its terms will keep the Ordinance in force until this Council shall otherwise determine. It will take the place of the annual or bi-annual resolution keeping the Ordinance in force for a limited period only.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to.

MOTIONS POSTPONED.

In the absence of Hon. H. E. Pollock, the following motions of which he had given notice were postponed:—"That, in view of the letter which was recently addressed by Mr. Jonathan Hutchinson, F.R.S., to the *Times* newspaper on the subject of leprosy being caused by tainted fish, it is desirable that the Hongkong Government should cause some enquiry to be made into the question by its medical officers. That it is desirable that the replies to questions which are put by Unofficial Members of Council should be published in the Government Gazette in addition to the questions themselves."

NEW TERRITORIES LAND COURT ORDINANCE.

The ATTORNEY GENERAL moved the first reading of a Bill entitled An Ordinance to further amend the New Territories Land Court Ordinance, No. 18 of 1891.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to.

The object of this Bill is to provide for the reconstruction of the Land Court constituted under Ordinance No. 18 of 1900 and for a modification of its procedure for the purpose of facilitating the work of settling claims to land in the New Territories. With this object in view the Bill provides, *inter alia*, that each member of the Court shall have power sitting alone to hear and determine any claim. By the appointment of additional members to the Court the work of settling titles, which for various reasons has been progressing slowly, will, it is expected, be rapidly and satisfactorily accomplished.

PREPARED OPIUM ORDINANCE.

The next item on the agenda was the second reading of a Bill entitled an Ordinance to amend the Prepared Opium Ordinance, 1891.

The ATTORNEY GENERAL stated that he did not propose to proceed with this Bill at present as he wished to consider some objections and recommendations which had been made to him on the subject.

SUGAR CONVENTION.

The ATTORNEY GENERAL moved the first reading of a Bill entitled an Ordinance to enable effect to be given in this Colony to a Convention signed the fifth day of March, Nineteen hundred and two, in relation to Sugar.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to.

This Ordinance is intended to enable this Colony to give effect to the Brussels Sugar Convention.

The Council adjourned till next Monday.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council, the Acting Colonial Secretary (Hon. A. M. Thomson) presiding.

GRANTS TO OFFICIALS.

The Officer Administering the Government recommended the Council to vote a sum of \$2,000 each for remuneration to Hon. W. Chatham, D.P.W., and to Mr. Bruce Shepherd, Land Officer, on account of work done by him in connection with the Pnyas Reclamation.

The note was agreed to.

COMPENSATION FOR SLAUGHTER OF COWS.

The Officer Administering the Government recommended the Council to vote a sum of \$6,050.55 for compensation on the valuation of the Colonial Veterinary Surgeon, for the slaughter of Kennedy's cows and destruction of utensils, &c., necessitated by the recent outbreak of

32 sick cows and bulls (at \$100 each = \$3,200.00)	
1 healthy calf =	\$ 75
1 " cow =	300
1 " " =	300
1 " calf =	350
1 " cow =	375
1 " " =	640
5 " calves =	300
Utensils, foodstuff, &c.,	2,400.00
Total	\$6,050.55

The CHAIRMAN explained that on account of an outbreak of disease in the dairy the whole lot of the cows had to be slaughtered. Under the Ordinance the compensation for each cow was limited to \$100, but it was proposed to pay rather more in respect of the cows that were not attacked by disease and yet had to be killed.

COMPENSATION VOTE.

The Officer Administering the Government recommended the Council to vote a sum of \$6,500 in aid of the vote Public Works, Extraordinary, being compensation to Mr. See Kok Shan, executor of See Sang Kai, deceased, for the resumption of Inland Lot No. 509.

FILLING IN A SWAMP.

The Officer Administering the Government recommended the Council to vote a sum of \$3,000 in aid of the vote Public Works, Extraordinary, for filling in and draining the swamp near the Starling Inlet Police Station and

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Hongkong, 10th March, 1904.

forming a catchwater drain round the hill which borders the area.

The DIRECTOR OF PUBLIC WORKS stated that apart from sanitary considerations this improvement would provide the police with a level piece of ground for parade, exercise, etc.

LIGHTHOUSE EXPENSES.

The Officer Administering the Government recommended the Council to vote a sum of \$3,600 in aid of the vote Harbour Master's Department, Lighthouse, under Other Charges, for the following:—

Value of the apparatus for converting fixed lights at Cape D'Aguiar and Green Island, £200 @ 1/8 = \$3,600.

The DIRECTOR OF PUBLIC WORKS stated in reply to a question by H.E. General Hatton that the Cape D'Aguiar lighthouse was to be abolished altogether. The apparatus mentioned was for converting a fixed into an occulting light. The vote was passed.

The vote was all the business.

ATTEMPTED BLACKMAIL AT MACAO.

EUROPEAN HOTEL THREATENED.

Some time ago Mr. W. Farmer, proprietor of the Macao (late Hing Kee) Hotel at Macao, receiving a threatening letter to the effect that if he did not, by Saturday last, pay \$10,000 and 100 lb. of opium, which were to be deposited in a certain house at Canton, the Macao Hotel would be looted, the residents murdered, and the building burned. Although Mr. Farmer regarded the matter as a harmless attempt at blackmail, and did not let it cause him great concern, he naturally made a report to the Portuguese authorities so that all precautions might be taken. In response, two Portuguese soldiers were sent to act as a guard. Thinking, should those who sent him the letter have any intention of carrying out their threat, that two soldiers would be little better than none at all, and that if the Portuguese authorities thought it expedient to send a guard at all they might have sent an efficient one, Mr. Farmer put the matter in the hands of the British Consul, who made representations to the authorities, with the result that 20 soldiers were sent on Sunday the guard was withdrawn, but patrols kept up outside the Hotel. The guard naturally caused comment among those at the Hotel, and when the story leaked out, some of the visitors armed themselves for a fight. Some of the Hotel boys, on the other hand, getting wind of the situation, cleared out. No attack has been made. The letter is supposed to have come from Canton. River pirates infest the delta in that locality lying between Canton and Macao. It would not be surprising to learn that, in the past, these bandits have levied blackmail upon hotels kept by Chinese, and that Mr. Farmer's letter was a result of this practice, especially as his hotel was taken over from a Chinese proprietor.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MARCH.

	1903.	1904.
Below overflow. Below overflow.		
Tydam	29 ft. 1½ in. 35 ft. 0½ in.	
Pokfulam	38 ft. 2 in. 42 ft. 0 in.	
Wongneichong	34 ft. 5 in. 44 ft. 0½ in.	
STORAGE GALLONS.		
	1903.	1904.
Tydam	181,235,000	149,640,000
Pokfulam	1,000,000	000
Wongneichong	2,219,000	28,000
Total	184,454,000	149,668,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF FEBRUARY.

	1903.	1904.
Consumption ..	61,631,000	71,731,000 gallons
Estimated population ..	217,600	222,500
Consumption per head per day ..	9.9	11.1 gallons
Intermittent supply in force during the whole of February in both years. Intermittent supply for whole month.		

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF FEBRUARY.

	1903.	1904.
Consumption ..	11,381,000	12,659,000 gallons
Estimated population ..	60,500	66,350
Consumption per head per day ..	6.7	6.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.30 a.m. The barometer has risen in Japan and North China, while in South China and the Philippines there is little or no change.

An anticyclone lies over the whole of North China, and gradients are very steep on the China coast. Very strong monsoon will be experienced in the Formosa channel, and strong monsoon in the North part of the China Sea.

Forecast:—Strong N.E. winds; overcast, misty, drizzling rain.

SHIPPING NOTES.

THE "KUMSANG."

The Indo-China s.s. *Kumsang*, on the Hongkong-Calcutta run, arrived from Singapore yesterday having experienced fine weather throughout. On the voyage there were two deaths, one from beri-beri, the other from heart-disease. Besides 2,000 tons of cargo, and a few European passengers, she had 1,688 Chinamen, 999 Chinese women, 104 Chinese boys, and nine Chinese girls. It would appear that for the most part Straits Chinese leave their daughters behind. One thing pointing to this anyhow is that the boys always wear Chinese dress, while their sisters adopt the Malay costume.

THE "HONG BEE."

The s.s. *Hong Bee*, agents the Hing Sing S. S. Co., arrived from Penang via Singapore yesterday with 1,235 tons of cargo for Hongkong, 575 for elsewhere, probably Amoy; she had also about 1,350 Chinese passengers.

THE "KWANG TAI."

Capt. W. Lunt, of the China Merchants s.s. *Kwang Tai*, reports overcast and gloomy weather—moderate N.E. wind. The *Kwang Tai* arrived from Shanghai yesterday with 300 tons of cargo for Hongkong, 500 for Canton, and 12½ passengers, including two Europeans. The *Kwang Tai* has cleared for Canton.

THE "LYEEMOON."

After a rainy passage the German s.s. *Lyeemoon* arrived from Shanghai yesterday with some 200 tons of cargo for Hongkong, 1,300 for Canton. She has cleared at the harbour office for the up-river port.

THE "HUE."

The s.s. *Hue* arrived from Haiphong and K.C. Wan yesterday, having experienced E.N.E. gale and misty weather between the latter port and Hongkong.

THE "RUBI."

The *Rubi* arrived from Manila yesterday, having during the last 24 hours experienced strong E.N.E. winds and dirty rainy weather with high sea.

STEAMER MOVEMENTS.

The C.P.E. steamer *Empress of China* arrived at Shanghai at 8.30 p.m. on the 13th inst., and left again at 5.45 a.m. on the 14th inst. for Hongkong, where she is due to arrive at noon on the 16th inst.

The C.P.E. steamer *Athenian* left Vancouver on the 7th inst. p.m. for Hongkong via the usual ports of call.

The C.P.E. steamer *Empress of Japan* arrived at Nagasaki at 9 a.m. on the 14th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 p.m. on the 15th inst.

The Imperial German mail steamer *Hamburg*, carrying the German mails with dates from Berlin of the 10th ult., left Singapore on the 14th inst. at 8 a.m., and may be expected here on the 15th inst., at 5 p.m.

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Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 264

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 88
Width of Entrance on Bottom... 83
Water on Blocks at Spring Tide... 32
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SUPREME COURT.

Monday, 14th March.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

CLAIM TO A CROWN GRANT.

Chau Ut Chiu and Pan Koa Shan brought
an action against Chu Lee and Chu Ping in
respect of the right to the ownership of a Crown
lease on the old Praya. Hon. H. E. Pollock,
K.C., barrister-at-law, (instructed by Mr. H.
Harding, of Messrs. Ewins and Harrison, solicitors),
appeared for the plaintiffs, and Mr. M.
W. Slade, barrister-at-law (instructed by Mr.
H. J. Gedge, of Messrs. Johnson, Stokes and
Messer, solicitors), appeared for the defendants.

In their statement of claim the plaintiffs
stated that Chau Ut Chiu was compradore to
Messrs. S. J. David & Co. and carried on busi-
ness at 17 and 19, Lyndhurst Terrace; Pan
Koa Shan was a merchant, carrying on business
at 67 and 69, Queen's Road Central. Defend-
ants were merchants carrying on business at
315 and 317, Des Voeux Road, and were sons of
one Chu Chuen deceased. By
articles of agreement dated 5th October, 1889,
between the Government and Chu Chuen,
after reciting that Chu Chuen was Crown
lessee of Marine Lot 53A, and that he
had agreed to contribute the sum of \$12,750.34
for the cost of the reclamation in respect of
Sections B and D of the lot, it was agreed
between the parties that upon completion of the
portion of the works in the area of reclamation
described as Section 6 on the plan deposited
in the Land Office pursuant to Section 7 of the
Praya Reclamation Ordinance, 1889, and upon
payment of the whole of this sum, the Governor
would grant a Crown lease of all such portion
of the reclamation provided for by the Ordinance
as was delineated on the plan and coloured red
for a term of 99 years. The part coloured red
showed the reclamation appertaining to Sections
Band D of Marine Lot 53A was an area of
land which measured 5,853 square feet and
extended right through the reclamation from
front to back and had a frontage on the new
Praya of 41 feet 6 in. The articles of agree-
ment although they were nominally entered
into by Chu Chuen in his own name and on his
own behalf were in fact entered into on behalf
of the owners of Sections B and D of the lot,
and were entered into in pursuance of the
custom of the Hongkong Government in the
case of reclamations which were made
under the Ordinance of entering into such
articles of agreement for reclamation with
the Crown lessee of any lot in respect of which
any reclamation had to be made. At the date
of the articles one Yiu Chow was owner of
Sections B and D of the lot, but Yiu Chow died
on 21st May, 1893, and plaintiffs were now the
owners of Sections B and D, having acquired
the same by purchase, under a certificate of
assignment dated 12th September 1903, from
one Lo Ah Sam, who was the executrix of one
Kwok Kwai, executrix of Yiu Chow. By virtue
of this assignment, which included a conveyance
to the plaintiffs of all the estate, right, title and
interest of Lo Ah Sam as executrix in the
pieces of ground or extension seawards known
or registered in the Land Office as the reclama-
tion of Marine Lot 53A, the plaintiffs became
entitled to that portion of the reclamation to
the lot which was coloured red in the plan
annexed to the articles of agreement. In the
alternative plaintiffs said that, altogether apart
from the articles of agreement, the plaintiffs, as
owners of Sections B and D of the lot, were entitled,
upon the true construction of the Ordinance,
to such proportion (from front to back) or the
whole of the reclamation to Marine Lot 53A as
the frontage of Sections B and D of this lot
upon the old Praya roadway (now known as
Des Voeux Road) bore to the whole frontage of
the lot; that was to say, the plaintiffs were
entitled to the area of land coloured red on the
aforesaid plan. Chu Chuen died on 25th
January, 1899, and probate of his will was on
7th January, 1899, granted to defendants as
executors. The portion of the works in the area
of reclamation described as Section 6 had been
completed and the whole of the sum of
\$12,750.34, being the cost of the reclamation
in respect of Sections B and D, had been paid
to the Government, namely \$11,164.60, by Chu
Chuen or by defendants as his executors, and
\$1,585.74 by plaintiffs. Plaintiffs were ready and
willing to pay defendants the sum of \$11,164.60
with interest of 8 per cent. per annum from
the respective dates on which the respective
instalments were paid to the Government upon
the plaintiffs being adjudged by the Court or
admitted by the defendants to be entitled to
the portion of the reclamation coloured red on
the plan. Plaintiffs therefore claimed that a
declaration be made by the Court that
plaintiffs were entitled to the area of land
marked red in the articles of agreement; that
was to say, to such proportion (from front to
back) of the whole of the reclamation to Marine
Lot 53A as the frontage of plaintiffs' property,
Sections A and D of the lot, upon the old
Praya roadway (now known as Des Voeux
Road) bore to the whole frontage of Marine
Lot 53A upon the said roadway.

Defendants denied that the articles of agree-
ment referred to were entered into on behalf
of the owners of Sections B and D of Marine
Lot 53A or that there was any custom of the
Hongkong Government in the case of reclama-
tions made under the Reclamation Ordinance,
1889, of entering into such articles of agree-
ment with the Crown lessee of any lot in front
of which reclamation had to be made for and on
behalf of the sections or at all. Defendants
did not admit that Yiu Chow was at any time
the owner of Sections B and D or that plaintiffs
were now the owners. They also denied that
Lo Ah Sam, executrix of Yiu Chow, had at any
time any estate, right, title or
interest in the pieces of ground or exten-
sion seawards known and registered in the
Land Office as the reclamation to Marine
Lot 53A, or that the plaintiffs, by any in-
strument of assignment became entitled to any
portion of the reclamation. They denied also
that if plaintiffs were owners of sections B and
D, which defendants did not admit, the plaintiffs
were entitled upon the true construction of the
Ordinance to any part of the reclamation to
Marine Lot 53A. The owner at the date
of the Ordinance of Sections B and D did not
signify his acceptance of the portion

of the land assigned to him on the
plan in Sub-section 11 of Section 7 of the
Ordinance mentioned, which portion of
land was the area of land coloured red upon the
plan annexed to the articles of agreement, or
signify his intention of entering into an
agreement with the Governor with respect
thereof in the manner or within the time
provided in Sub-sections 11 and 111 of Section
7 of the Ordinance. Defendants were in pos-
session of the said portion of land.
Counsel addressed the Court and late in the
afternoon an adjournment was made.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUNISH JUDGE).

THE "ELVINS" LABEL CASE.

His Lordship gave judgment in the case in
which T. Elvins, late head watchman in the
Kowloon Dock, sued fifteen Indian watchman
for \$500 damages for libel alleged to have been
contained in a letter dated 25th November last,
in which defendants, writing to Mr. W.
Wilson, the manager of the Dock, accused
plaintiff of extorting "squeeze" etc., from
them. Hon. H. E. Pollock, K.C., barrister-at-
law (instructed by Mr. E. J. Grist, of Messrs.
Wilkinson and Grist), was the counsel for plain-
tiff, and Mr. M. W. Slade, barrister-at-law
(instructed by Mr. J. Hastings, solicitor), re-
presented the defendants.
In delivering judgment His Lordship remarked
that in the matter of law this was a case of
qualified privilege, in his opinion. Plaintiff had
failed to prove that the writing of the letter
was an act of malice. He found that defendants
had shown reasonable grounds for making
some allegations, and with regard to other
allegations they had shown reasonable grounds
for believing them. His Lordship accordingly
gave judgment for defendants and costs.

POLICE COURT.

Monday, 14th March.

BEFORE MR. T. SERCOMBE SMITH
(POLICE MAGISTRATE).

OPTIM AGAIN.

Yesterday there was again a big group of
illicit opium owners up before His Worship,
this time to the number of 23, all of whom were
convicted and sentenced to fines ranging from
\$5 to \$200 respectively according to the
amounts found in their possession.
THEFT AT THE RO-LOO DOCK.
Inspector Langley presented on behalf of
Mr. W. W. Davidson, Foreman, two Chinese
carpenters employed at the above docks for the
theft of some brass locks and fittings, the
property of the Dock Company. They were
both convicted and sentenced to 2 months' hard
labour and 3 hours in the stocks each.

CHINA-BORNEO CO., LD.

The following is the statement of accounts
of the above Company to the 31st December,
1903:—

LIABILITIES.		
Capital	60,000 shares each \$12	\$720,000.00
Lens (4,000) shares unissued	each \$12	\$48,000.00
Sundry creditors		9,141.48
Balance of working account		50,053.04
		\$811,235.12
ASSETS.		
Goodwill		75,000.00
Hongkong saw-mills		75,000.00
Sandakan saw-mills		40,000.00
Palang saw-mill		47,072.50
Plant		21,227.12
Steam launches and lighters		31,242.76
Sandakan engine works		18,405.54
House and office property		6,741.32
House and office furniture		1,094.27
Kudat pier		8,400.00
Sandakan shipway, cost of construction to date		5,628.79
Timber concessions		24,739.02
Sundry debtors		4,579.88
Preliminary expenses		9,901.60
Stock of rough and sawn timber, stores, material, &c.		91,707.04
Hongkong and Shanghai Bank, Hongkong, cash with		40,386.75
Hongkong and Shanghai Bank, Hongkong, cash with		43,892.29
Cash in hand		4,822.13
		\$611,235.10

WORKING ACCOUNT.

Dr.		
To management, office expenses, and gen- eral charges at Hongkong, Sandakan and Kudat		31,456.63
To exchange, loss on		3,241.17
To balance		50,053.04
		\$86,751.44
Cr.		
By profit on sales of rough and sawn tim- ber, &c.		\$5,529.52
By interest		1,291.42
By scrip fees		10.50
		\$6,831.44

CHINA SUGAR REFINING CO. LD

The following are the accounts of the above
Company, whose report we published yester-
day:—

CAPITAL AND LIABILITIES.		
Paid-up capital		2,000,000.00
Sundry creditors		1,883,889.18
		\$3,883,889.18
ASSETS.		
Property account, consisting of—		
East Point refinery		1,542,263.05
Bowrington refinery		1,205,105.62
Sawtooth refinery		5,535.54
Hong-kong distillery		371,128.06
Sundry debtors		284,175.47
Shipments		\$283,832.30
Less advances		236,496.14
		\$25,535.06
Balance of profit and loss account		\$3,758,671.58
		\$3,883,889.18

PROFIT AND LOSS ACCOUNT.		
To balance of profit and loss account brought forward from last year		\$3,758,671.58
To commission		25,084.41
To remuneration to consulting committee		2,594.00
To auditors' fees		759.00
To interest		33,829.40
		\$55,247.90
By gain on working		357,702.50
By balance		147,717.31
		\$5,213,336.19

PROPERTY ACCOUNT.		
To balance at debit on 31st December, 1903		1,205,105.62
To new buildings and machinery		\$3, 67.76
		\$1,205,173.38
By balance at debit		1,542,263.05

LUZON SUGAR REFINING CO. LD.

The following are the accounts of the above
Company:—

CAPITAL ACCOUNT.		
Capital account		700,000.00
Juridico, Matheson & Co.'s current account		29,787.08
Hongkong & Shanghai Banking Corporation		10,465.29
Sundry creditors		468.03
		\$740,760.39
ASSETS.		
Property account		629,641.44
Juridico, Matheson & Co.'s current account		289.91
Cash		35,258.88
Coal, charcoal, stores, &c.		1,440.00
Fire insurance account, 1904		
		\$690,630.42
Profit and loss account		73,965.88
To interest		1,929.48
To auditor's fee		50.00
		\$73,965.88
By balance		\$73,965.88

BEFORE GOING TO BED
USE
**CALVERT'S
CARBOLIC
Tooth Powder**
This unique antiseptic dentifrice is well-known
by its pink color, pleasant taste, fragrant
odor, and thorough efficacy.
F. C. CALVERT & Co., Manchester, Eng.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
BOTTLED IN JAPAN BY H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [449]

FUK LEE.

FRESH MILK SUPPLY DEPOT.
No. 41, HOLLYWOOD ROAD.
ESTABLISHED IN 1870.
Hongkong, 1st March, 1904. [626]

JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SUNGUCHI-CHO, TOKYO.
LONDON BRANCH:—34, LINE STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, 'Cienfuegos, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotani, Sasebo, Maizuru, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotsu, Mameda, Mannoura, Onoura, Otsuji,
Sasharu, Teubakuro, Yoshinotsu, Yoshio, Ynokokura, and other Coals.
N. INUZUKA, Manager, Hongkong

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.
MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
Handsome & decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Nowlin.

BAR
Under the direction of American mixologist. Anything you want served promptly
and pleasantly.

BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.

STABLES.
Fine turnout for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF A
TRADE MARK.

NOTICE IS HEREBY GIVEN that the
WONG CHEUNG WA, of Fatsien, in the
province of Kwong Tung, in the Empire
of China, and of No. 23, Queen's Road,
Victoria, in the Colony of Hongkong, have on
the 16th January, 1904, applied for the
registration in Hongkong, in the Register of
TRADE MARKS, of the following TRADE
MARK, viz:—
The Chinese words "U I" written in English
characters with a representation of the
Chinese device, the "double U I" beneath
it enclosed in an elliptical border of a
castellated pattern.

in the name of the said WONG CHEUNG
WA, who claims to be the sole proprietor
thereof.
The TRADE MARK is intended to be used by
the Applicant in respect of the following goods
respectively, in the following classes respec-
tively, viz:—
In class 3 in respect of Patent Medicines.
A facsimile of such TRADE MARK can be
seen at the Office of the Colonial Secretary of
Hongkong.
Dated the 30th day of January, 1904.
JOHN HASTINGS,
Solicitor for Applicant.

DAVID CORSE & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD KARBERG & CO.
Sole Agents.

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGULLA STREET.
FEE VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [265]

PURE FRESH WATER.
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Bollers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [334]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTONJEE'S
KOWLOON STORE, No. 36, Elgin Road
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903. [3518]

THE AMERICAN SYSTEM
OF
DENTISTRY.
DR. M. H. CHAUN,
27, DES VOEUX ROAD CENTRAL HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [64]

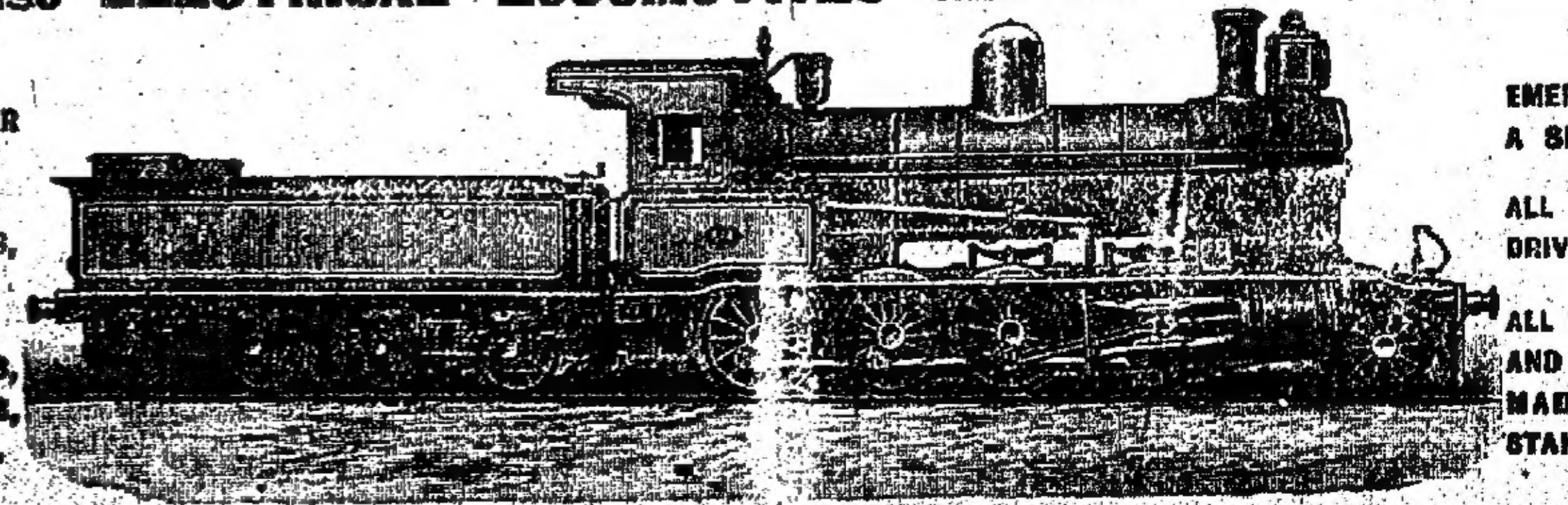
BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.



CRANE LOCOMOTIVES FOR
LIFTING AND SHUNTING.
RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.
WHEEL AND OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTS, &c.

EMERY GRINDING MACHINES
A SPECIALITY.
ALL TOOLS ELECTRICALLY
DRIVEN IF REQUIRED.
ALL PARTS OF THE ENGINES
AND MACHINE TOOLS ARE
MADE ACCURATELY TO
STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes it.
Nothing equals it. 10 years proves this.
Sole Golden Medal for Hair Oil.
Of Stores, Chemists, Hairdressers.

SHIPPING.

ARRIVALS.
 Mar. 13, CAFE DIEDERICHSEN, German str., 774, Schalkier, Pakhoi and Hoihow 12th March, General.—JENSEN & CO.
 Mar. 14, HONG HEE, British str., 2,164, Peters, Peking 5th via Singapore 8th March, General.—CHINESE.
 Mar. 14, HUI, French steamer, 705, Godinau, Haiphong, Hoihow and Kwangchow 13th March, General.—A. K. MARTY.
 Mar. 14, KUMBAO, British str., 2,077, Buller, Calcutta 26 Feb. and Singapore 5th Mar., General.—JARDINE, MATHESON & CO.
 Mar. 14, KANTON, Chinese str., 1,538, Lunt, Shanghai 11th March, General.—CHINESE.
 Mar. 14, LYREMOON, German steamer, 1,243, F. Schulte, Shanghai 11th March, General.—SCHMIDT & CO.
 Mar. 14, MONKUT, German str., 890, Gotsche, Bangkok 7th March, Rics.—BUTTERFIELD & SWIRE.
 Mar. 14, PARKHOI, British str., from Canton.
 Mar. 14, RUBI, British str., 1,611, R. W. Almond, Manila 12th March, General.—SHEWAN, TOMES & CO.
 Mar. 14, SPARTANUS, British str., 2,103, Bullman, Cardiff 17th January, Coal.—ORDRELL.
 Mar. 14, TARTAROS, German str., 1,578, Diuse, Katschin 5th March, Coal.—SIEMSEN & CO.
 Mar. 14, TRIESTE, Austrian str., 3,203, E. Me, Singapore 8th March, General.—BANDER, WIELER & CO.

AT THE HARBOR MASTER'S OFFICE.
 14th March.
 Haiphong, French str., for Saigon.
 Pacific, British str., for Japan.
 Haitan, British str., for Swatow.
 Lyremon, German str., for Canton.
 Pakhoi, British str., for Ningo.

DEPARTURE.
 14th March.
 Taisang, British str., for Kolo.
 14th March.
 ANDRE RICKMERS, German str., for Bangkok.
 Haitan, French str., for Pakhoi.
 Scotia, Italian str., for Bombay.
 Kwan-tai, Chinese str., for Canton.
 Kwan-tai, Chinese str., for Yokohama.
 Peking, British str., for Manila.
 Prutrus, Norwegian str., for Manila.
 Yuen-sang, British str., for Manila.

SHIPS IN DOCK.
 14th March.
 ABERDEEN DOCK.—Stalder.
 K. W. DOCK.—H. I. G. M. S. Moeve.
 H. M. S. Glory, Ellen, Rickmers, Senghian, Liu Tan, Elec, Solent, Sestera, Quikong, Hunoi, Gaelic.
 DOCK.—Salfordia.

VESSELS ON THE BERTH.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship.

"HAITAN."
 Captain Roach, will be despatched for the above ports, TAI-DAI, the 15th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFAIR & CO.,
 General Managers.
 Hongkong, 14th March, 1904. [735]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
 THE Company's Steamship.

"TRIESTE."
 Captain Meucci, will leave for the above places TAI-DAI, the 16th inst., P.M.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 10th March, 1904. [3]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR RIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship.

"SILESIA."
 Captain Stabile, will be despatched as above on WEDNESDAY, the 23rd March.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 29th February, 1904. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship.

"SINLA."
 Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this office for Bombay, etc., on SATURDAY, the 26th MARCH, Noon, taking passengers and cargo for the above ports.
 Silk and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 15th March, 1904. [1]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	ASAX	Brit. str.	.....	BUTTERFIELD & SWIRE	19th inst.
LONDON & ANTWERP, VIA SINGAPORE, & LONDON, &c. VIA PORTS OF CALL.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 16th inst.
LONDON & ANTWERP	SINIA	Brit. str.	R. F. Summers	P. & O. S. N. Co.	16th inst., at Noon.
LONDON & ANTWERP	PAK LING	Brit. str.	.....	BUTTERFIELD & SWIRE	20th inst.
LONDON & ANTWERP	MACHAON	Brit. str.	.....	BUTTERFIELD & SWIRE	12th April.
LONDON & ANTWERP	TELEMACUS	Brit. str.	.....	BUTTERFIELD & SWIRE	12th April.
MARSEILLES, &c. VIA PORTS OF CALL.	SYDNEY	Brit. str.	Blanc	MESSAGERIES MARITIMES	22nd inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	ROON	Ger. str.	G. Meiners	MELCHERS & CO.	To-morrow, Noon.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	21st inst.
HAMBURG	ELLER	Ger. str.	.....	HAMBURG-AMERIKA LINIE	3rd April.
HAMBURG	BRIGAVIA	Ger. str.	.....	HAMBURG-AMERIKA LINIE	10th April.
HAMBURG	SUEVIA	Ger. str.	Borek	HAMBURG-AMERIKA LINIE	19th April.
HAMBURG	ANTHURIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	3rd May.
HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Aus. str.	Stabile	SANDER, WIELER & CO.	23rd inst.
GENOA, MARSEILLES & LIVERPOOL	GLAUCUS	Brit. str.	.....	BUTTERFIELD & SWIRE	17th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	INDOMENEUS	Brit. str.	.....	BUTTERFIELD & SWIRE	20th April.
NEW YORK, VIA SUEZ CANAL	AFERIDI	Brit. str.	Geo. R. Wallace	DODWELL & CO., LD.	Early April.
YANCOUVER, VIA SHANGHAI, &c.	KENNEREC	Brit. str.	.....	STANDARD OIL CO.	About 23rd inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	ATHENIAN	Brit. str.	J. Truebridge	CANADIAN PACIFIC R. CO.	27th April.
VICTORIA (B.C.) & SEATTLE VIA NANKI, &c.	NINCHOW	Brit. str.	.....	DODWELL & CO., LIMITED	To-morrow.
PORTLAND, OREGON	INDRAMA	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	24th inst.
AMERICAN PORTS	CHINGTO	Brit. str.	.....	BUTTERFIELD & SWIRE	8th April.
YOKOHAMA & KOBE	TRIESTE	Aus. str.	Meucci	SANDER, WIELER & CO.	To-morrow, P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALAWA	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 29th inst.
KOBE	CHINGTO	Brit. str.	.....	BUTTERFIELD & SWIRE	21st inst.
SHANGHAI	KWANGSE	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
SHANGHAI	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAMBURG	Ger. str.	E. Burmeister	MELCHERS & CO.	Quick despatch.
NINGPO & SHANGHAI	PAKHOI	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AMOY, MANILA, CEBU & LOLOLO	SUNGIANG	Brit. str.	.....	BUTTERFIELD & SWIRE	19th inst., at Noon.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	20th inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOY	PRUTRUS	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	17th inst., 10 A.M.
AMOI, VIA SWATOW & AMOY	T. BRANDT	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
SWATOW, AMOY & FOOCHOW	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	23rd inst., 10 A.M.
MANILA	HAITAN	Brit. str.	Roach	DOUGLAS LAFAIR & CO.	To-day, at 11 A.M.
MANILA DIRECT	CHENAN	Brit. str.	.....	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	19th inst., 10 A.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	23rd inst., 10 A.M.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 30th April.
ILOILO	WUCHANG	Brit. str.	.....	BUTTERFIELD & SWIRE	22nd inst., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	A. APCAB	Brit. str.	E. Fey	DAVID SASSOON & CO., LD.	To-morrow, Noon.

COMPAGNIE DES MESSEGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd March, 1904 at 1 P.M., the Company's Steamship "SYDNEY" Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this office for MARSEILLES via Ports of Call WITHOUT TRANSHIPMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 21st March. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 10th March, 1904. [2]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports.)
 THE Steamship

"KENNEBEC."
 Captain Geo. R. Wallace, will be despatched as above on or about WEDNESDAY, the 23rd inst.
 For Freight or further information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 2nd March, 1904. [636]

NATAL LINE OF STEAMERS.
 THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.: on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs on Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
 WING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.
 THE British Steamship

"YING KING."
 Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
 1st Class ... \$3.00 for Single journey
 2nd " ... 1.50
 Meals " ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
 YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [577]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 30th Mar.
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" ... 3,282 Tons ... WEDNESDAY, 27th April.
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
 R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.
 Hongkong to London, 1st Class ... via St. Lawrence 20v ... via New York 282.
 " " Intermediate on Steamers, " " 240.
 " " 1st Class Rail " " 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. F. BROWN, General Agent,
 9, Pedder Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
 TONS. CAPTAIN TO SAIL ON
 "INERASAMHA" 5,197 W. E. Craven March 24, 1904
 "INDRAVELLI" 4,899 R. P. Craven April 24, 1904
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 16th February, 1904. [114]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOE"	THURSDAY, 17th March, at 10 A.M.	
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	SUNDAY, 20th March, at 10 A.M.	
ANPING, VIA SWATOW AND AMOY	A. HANSEN	WEDNESDAY, 23rd March, at 10 A.M.	
TAMSUI, VIA SWATOW AND AMOY	"M. STREVE"	SUNDAY, 27th March, at 10 A.M.	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 11th March, 1904. T. ARIMA, Manager [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	BORNEO	About 16th March	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI AND KOBE (Passing through the Inland Sea)	PALAWAN	About 20th March	Freight and Passage.
LONDON, &c.	SINIA	Noon, 26th March	See Special Advertisement.
SHANGHAI	BENGAL	About 27th March	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 15th March, 1904. [1]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE and HAMBURG	On 21st Mar. Freight.
Capt. Luning	(Calling at Singapore and Penang)	
ABESSINIA	HAVRE and HAMBURG	On 3rd April. Freight.
Capt. Filler	(Calling at Singapore and Colombo)	
BRIGAVIA	HAMBURG	On 10th April. Freight.
Capt. Schultke	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 13th April. Freight.
Capt. Borek	(Calling at Singapore and Penang)	
ARTEMISIA	HAVRE and HAMBURG	On 3rd May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MARBURG	HAVRE and HAMBURG	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 16th March
PREUSSEN	WEDNESDAY 30th March
* HAMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April
OLDENBURG	WEDNESDAY 11th May
BAYERN	WEDNESDAY 25th May
SACHSEN	WEDNESDAY 8th June
ZIETEN	WEDNESDAY 22nd June
SEYDLITZ	WEDNESDAY 6th July
PRINZ REGENT LUITPOLD	WEDNESDAY 20th July
ROON	WEDNESDAY 3rd August
PREUSSEN	WEDNESDAY 17th August
PRINZ HEINRICH	WEDNESDAY 31st August
GNEISENAU	WEDNESDAY 14th September
BAYERN	WEDNESDAY 28th September
SACHSEN	WEDNESDAY 12th October
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of MARCH, 1904, at NOON, the Steamship "ROON," Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 14th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th March.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 5th March, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
* TREMONT	3,506	T. W. Garlick	Friday, March 26th
* OLYMPIA	2,337	A. Dixon	Wednesday, April 27th
* LYRA	4,417	G. V. Williams	Wednesday, May 4th
* TACOMA	2,812	M. Bidley	Friday, May 13th
SHAWMUT	2,608	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. † Cargo only.
FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT, 2,608 tons, W. M. Smith, About 30th April

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUT-FINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 QUEEN'S BUILDINGS,
 Hongkong, 29th February, 1904. [7]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 19th Mar., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 26th Mar., 10 A.M.
PERLA	1880	A. H. Nottley		</

